

Amendments to the CLAIMS:

Without prejudice, this listing of the claims replaces all prior versions and listings of the claims in the present application:

LISTING OF CLAIMS:

1-10. (Canceled).

11. (Currently Amended) A method of regulating brakes in a vehicle when driving off on a roadway having a first portion with a higher coefficient of friction than a second portion, comprising:

identifying that the vehicle is driving off on the roadway having a first portion with a higher coefficient of friction than a second portion; and

increasing the brake pressure on a driven wheel on the portion of the roadway having the higher coefficient of friction;

decreasing the brake pressure on the driven wheel on the portion of the roadway having the higher coefficient of friction, subsequent to the increasing of the brake pressure on the driven wheel on the portion of the roadway having the higher coefficient of friction, wherein a degree of the decreasing of the brake pressure is a function of the degree of inclination of the roadway in the direction of a longitudinal axis of the vehicle.

12. (Previously Presented) The method as recited in Claim 11, wherein the brake pressure is increased by a constant value.

13. (Canceled).

14. (Currently Amended) ~~The method as recited in Claim 11, further comprising:~~ A method of regulating brakes in a vehicle when driving off on a roadway having a first portion with a higher coefficient of friction than a second portion, comprising:

identifying that the vehicle is driving off on the roadway having a first portion with a higher coefficient of friction than a second portion;

increasing the brake pressure on a driven wheel on the portion of the roadway having the higher coefficient of friction;

determining a time interval between an actuation of an accelerator to initiate the driving off and the beginning of movement of the vehicle; and

decreasing the brake pressure on the driven wheel on the portion of the roadway having the higher coefficient of friction, subsequent to the increasing of the brake pressure on the driven wheel on the portion of the roadway having the higher coefficient of friction, wherein the decreasing of the brake pressure is a function of the determined time interval.

15. (Currently Amended) ~~The method as recited in Claim 11, further comprising:~~ A method of regulating brakes in a vehicle when driving off on a roadway having a first portion with a higher coefficient of friction than a second portion, comprising:

identifying that the vehicle is driving off on the roadway having a first portion with a higher coefficient of friction than a second portion; and

increasing the brake pressure on a driven wheel on the portion of the roadway having the higher coefficient of friction;

wherein the brake pressure on the driven wheel on the portion of the roadway having the higher coefficient of friction is increased by a first constant value if a parking brake of the vehicle is not actuated by the driver, and wherein the brake pressure on the driven wheel on the portion of the roadway having the higher coefficient of friction is increased by a second constant value higher than the first constant value if the parking brake is actuated by the driver.

16. (Currently Amended) A device for brake regulation in a vehicle when driving off on a roadway having a first portion with a higher coefficient of friction than a second portion, comprising:

a recognition unit for recognizing that the vehicle is driving off on the roadway having a first portion with a higher coefficient of friction than a second portion; and

a brake pressure increasing unit for increasing the brake pressure on a driven wheel on the portion of the roadway having the higher coefficient of friction once the recognition unit recognizes that the vehicle is driving off on the roadway having a first portion with higher coefficient of friction than a second portion;

wherein the brake pressure is increased by a first constant value if a parking brake is not actuated by the driver, and wherein the brake pressure is additionally increased by a second constant value if the parking brake is actuated by the driver.

17. (Currently Amended) The device as recited in Claim ~~[[16]]~~ 19, wherein the brake pressure increasing unit is configured to increase the brake pressure by a constant value.

18. (Canceled).

19. (Currently Amended) ~~The device as recited in Claim 18,~~ A device for brake regulation in a vehicle when driving off on a roadway having a first portion with a higher coefficient of friction than a second portion, comprising:

a recognition unit for recognizing that the vehicle is driving off on the roadway having a first portion with a higher coefficient of friction than a second portion; and

a brake pressure increasing unit for increasing the brake pressure on a driven wheel on the portion of the roadway having the higher coefficient of friction once the recognition unit recognizes that the vehicle is driving off on the roadway having a first portion with higher coefficient of friction than a second portion;

wherein the brake pressure increasing unit subsequently reduces the brake pressure on the driven wheel on the portion of the roadway having the higher coefficient of friction, depending on whether the roadway is inclined upward in the direction of the longitudinal axis of the vehicle, and

wherein a time interval between a driver actuating ~~[[the]]~~ a vehicle's accelerator to initiate the driving off and the beginning of movement of the vehicle is determined, and wherein the subsequent reduction of the brake pressure is a function of the time interval determined.

20. (Canceled).